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STATE OF ALASKA
REGULATORY COMMISSION OF ALASKA

RCA No. 752

First Revision

Sheet No. Title Page

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Sheet No. Title Page

SWANSON RIVER OIL PIPELINE, LLC

RCA Tariff No. 1

Rules/Regulations & Rate
Schedule
of
Swanson River Oil Pipeline, LLC
3800 Centerpoint Drive
Anchorage, Alaska 99503

A copy of this Tariff is available for public inspection during regular business hours at the following location:

Swanson River Oil Pipeline, LLC
3800 Centerpoint Drive
Anchorage, Alaska 99503

Applicable to the Transportation of Crude Petroleum from the Swanson River Field, Kenai Peninsula, and from the Tie-In Point with the Cook Inlet Pipeline, to the Tie-In Point with the Kenai Pipe Line N Facilities at the Nikiski Marine Terminal at Nikiski, Alaska.

N – Denotes new material

TL4-752

Effective: September 15, 2018

Issued by: Swanson River Oil Pipeline, LLC

By: 
Richard Novcaski

Title: Vice President
Swanson River Oil Pipeline, LLC

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REGULATORY COMMISSION OF ALASKA

RCA No. 752

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Sheet No. _____

SWANSON RIVER OIL PIPELINE, LLC

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Issued to comply with Order No. 3 of the Regulatory Commission of Alaska in Docket No. P-15-011, dated November 25, 2015 and Order No. 3 of the Regulatory Commission of Alaska in Docket No. P-15-020, dated April 5, 2016. Pursuant to P-15-011(4) Effective: August 23, 2016

Issued by: Swanson River Oil Pipeline, LLC

By: 

Richard Novcaski

Title: Vice President
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SWANSON RIVER OIL PIPELINE, LLC

SYSTEM MAP

A map of Carrier's Swanson River Oil Pipeline route and schematics of the pipeline beginning and terminus follow this sheet.

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By:

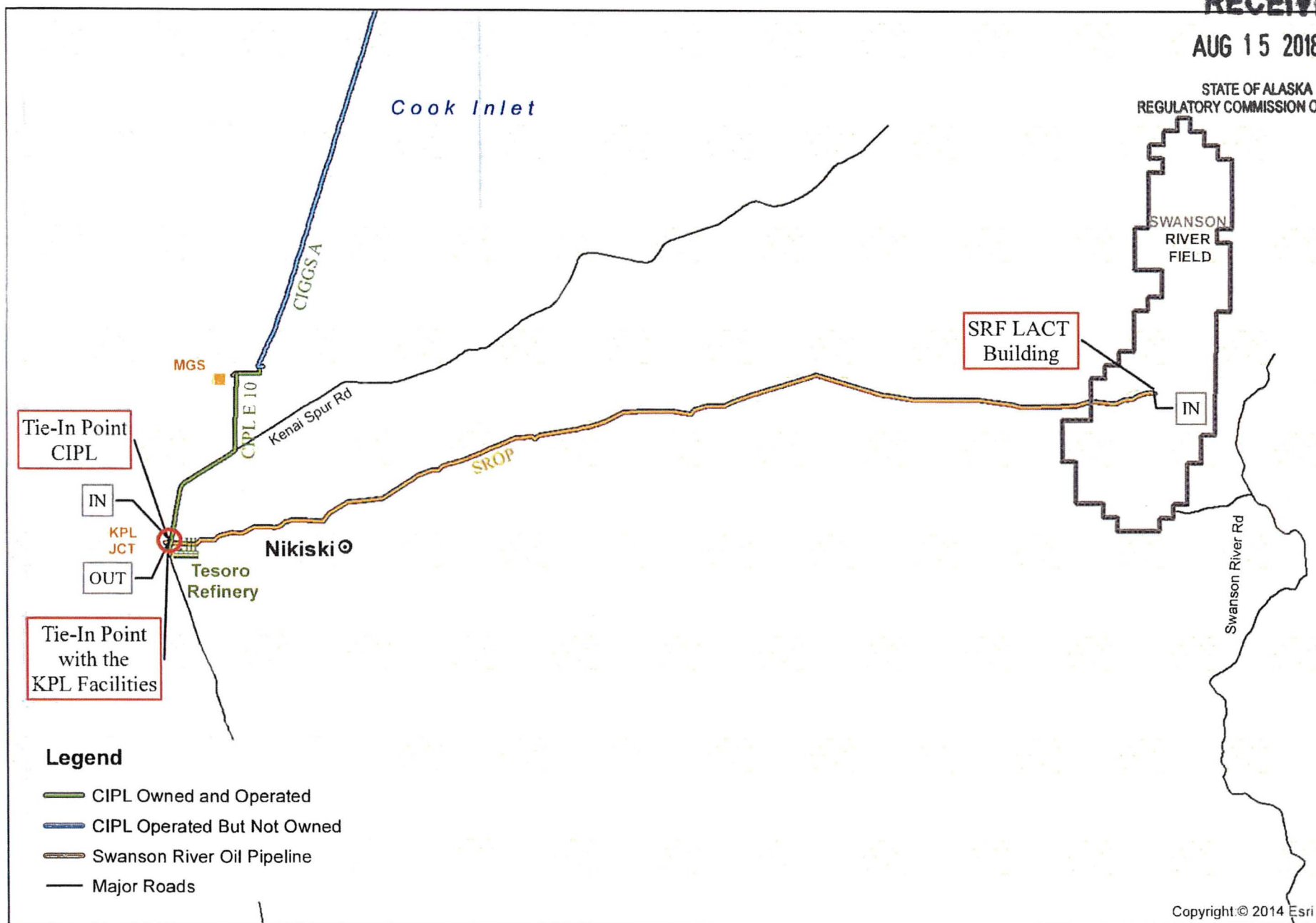

Richard Novcaski

Title: Vice President
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HARVEST
ALASKA

Map Date: 7/6/2018

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Swanson River Oil Pipeline

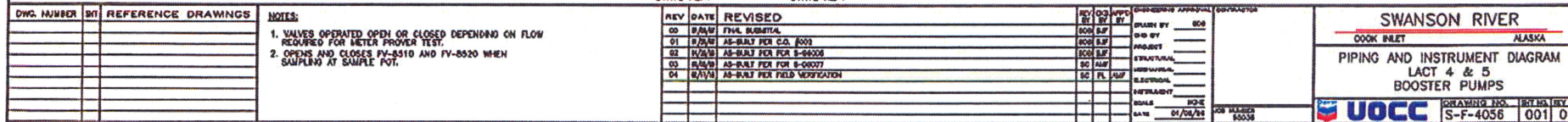
1 in = 2 miles
0 1 2 3 4 5
Miles



Effective: September 15, 2018

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0-2402-8'-D1
TO LACT 4 & 8 BOOSTER PUMPS
S-P-8350 & S-P-8360



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SWANSON RIVER OIL PIPELINE, LLC

2.01 Definitions

"Carrier" as used herein means Swanson River Oil Pipeline, LLC.

"Barrel" as used herein means forty-two (42) United States gallons at sixty degrees (60°) Fahrenheit.

"Crude Petroleum" as used herein means the direct liquid product of oil wells and natural gasoline and/or gas condensate as the indirect liquid products of oil or gas wells, which mixture has a vapor pressure not exceeding twelve (12) pounds Reid at one hundred degrees (100°) Fahrenheit.

"Merchantable Oil" as used herein means Crude Petroleum adapted for refining or fuel purposes, properly settled and containing not more than three percent (3%) of basic sediment, water, and other impurities.

"Shipper" as used herein means any entity tendering Crude Petroleum for shipment on the Swanson River Oil Pipeline.

"Swanson River Field" as used herein means the oil field located on the Kenai Peninsula at Latitude 60-44'45" N, Longitude 150-51'26" W.

"Swanson River Oil Pipeline" as used herein means the eight-inch diameter pipeline beginning at and including flanges SROP #001B and SROP #001A (the upstream flanges of de-aerators S-V-8510 and S-V-8520), located within the LACT building at the Swanson River Field and continuing approximately 18.83 miles to the Tie-In Point with the KPL Facilities as defined below.

"Tender" as used herein means an offer by a Shipper to Carrier of a stated quantity of Crude Petroleum for transportation from the Swanson River Field to the Tie-In Point with the KPL Facilities as defined below, in accordance with rules, regulations, and conditions of this tariff.

"Tie-In Point with the KPL Facilities" as used herein means the connection point between the terminus of the Swanson River Oil Pipeline and the Kenai Pipe Line Facilities at the Nikiski Marine Terminal at Nikiski, Alaska.

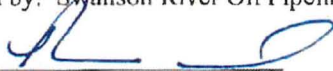
"Tie-In Point with the CIPL Facilities" as used herein means the connection point between the CIPL E 10 segment of Cook Inlet Pipeline Company and the Swanson River Pipeline near the Tie-In Point with the KPL Facilities. N, L
N
N
N denotes new material and L denotes material relocated to Sheet 4

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By:


Richard Novcaski

Title: Vice President
Swanson River Oil Pipeline, LLC

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SWANSON RIVER OIL PIPELINE, LLC


- 2.02 Commodity L1
- The Carrier will transport and deliver Crude Petroleum, as defined in Item 2.01, and will not accept any other commodity for transportation. L1
L1
- 2.03 Quality of Petroleum
- Crude Petroleum accepted for transportation and delivery by Carrier must be Merchantable Oil of viscosity, pour point, A.P.I. (American Petroleum Institute) gravity and temperature which will permit its being freely handled and transported under existing conditions in the pipeline and which will not materially affect the quality of the Crude Petroleum being handled, transported, or stored by Carrier in an adverse way. If Crude Petroleum tendered for transportation differs materially in character from that being handled, transported, or stored by Carrier, then it will only be transported under such terms as Carrier and Shippers may agree upon.
- 2.04 Responsibility for Quality Delivered
- Crude Petroleum will be accepted for transportation only on the condition that it shall be subject to such changes in gravity, quality, or characteristics that will result from mixture with other Crude Petroleum while in transit and storage. The Carrier shall be under no obligation to make delivery of the identical Crude Petroleum received, but will make delivery out of common stock.
- L2
- L1 – Denotes material relocated from Sheet 3**
L2 – Denotes material relocated to Sheet 5

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SWANSON RIVER OIL PIPELINE, LLC

2.05 Tenders and Minimum Tenders

L1

At the discretion of Carrier, Shippers shall be required to notify Carrier monthly by letter L1
or email at least fifteen (15) days before the first of each month of the volume of Crude L1
Petroleum to be tendered to Carrier for transportation. When more Crude Petroleum is L1
offered by Shippers to Carrier under its tariff than can be transported and/or delivered L1
currently, transportation shall be apportioned among all Shippers on a pro rata basis. L1

Unless otherwise agreed between Carrier and Shipper, Crude Petroleum will not be accepted
for transportation under this tariff in shipments of less than two thousand (2,000) barrels
from one Shipper. Shipments may be made in less than two thousand (2,000) barrel amounts
by two or more Shippers if the total of the shipments is at least two thousand barrels.
Delivery of said Crude Petroleum by Carrier shall be made at the Tie-In Point with the KPL
Facilities in a quantity equal to what it received from Shippers.

2.06 Title

Carrier shall have the right to reject any Crude Petroleum, when tendered for transportation,
which is involved in litigation, or the title of which is in dispute, or which is encumbered by
lien or charge of any kind, unless the Shipper can produce satisfactory evidence of his perfect
and unencumbered title or satisfactory indemnity bond to protect the Carrier.

2.07 Gauging, Testing and Volume Corrections

Crude Petroleum tendered for shipment hereunder must be measured and tested by
representatives of the Carrier or by automatic equipment approved by the Carrier. Quantities
L2

L1 – Denotes material relocated from Sheet 4

L2 – Denotes material relocated to Sheet 6

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By:


Richard Novcaski

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RECEIVED**AUG 15 2018**STATE OF ALASKA
REGULATORY COMMISSION OF ALASKARCA No. 7521st RevisionSheet No. 6Cancelling OriginalSheet No. 6**SWANSON RIVER OIL PIPELINE, LLC****2.07 Gauging, Testing and Volume Corrections (cont'd)**

will be determined from regularly compiled tank tables or by Carrier-approved automatic equipment and corrected to the temperature of sixty degrees (60°) Fahrenheit. Deductions will be made for the actual amount of basic sediment, water, and other impurities contained in the Crude Petroleum. L
L
L

2.08 Origin Facility Requirements

Carrier will accept Crude Petroleum only at the Swanson River Field and the Tie-In Point with the CIPL Facilities. Where shipper elects to deliver Crude Petroleum to the Carrier through automatic custody transfer facilities, it shall be delivered by Shipper at a minimum pressure of twenty-five pounds per square inch gauge (25 psig); the Shipper shall provide the required automatic measuring and sampling facilities, and the design, construction, and calibration of such facilities must be approved by the Carrier. If automatic custody transfer is made by means of positive displacement meters, Shipper shall insure that the Crude Petroleum is delivered to the meter at a pressure in excess of the bubble point of the liquid. N
N

2.09 Deliveries

Deliveries by Carrier shall be made at the Tie-In Point with the KPL Facilities, at Nikiski, Alaska. At the discretion of Carrier, Carrier may require proposed schedules for deliveries to pipe lines of others for each calendar month to be submitted to Carrier by letter or email at least fifteen (15) days before the first day of that month. Carrier will coordinate such proposals and will furnish Shippers with an approved schedule of deliveries to pipe lines of others at least ten (10) days prior to the first day of such month.

L2

L1 – Denotes material relocated from Sheet 5
N – Denotes new material
L2 – Denotes material relocated to Sheet 7

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By:


Richard NovcaskiTitle: Vice President
Swanson River Oil Pipeline, LLC

RECEIVED**AUG 15 2018**STATE OF ALASKA
REGULATORY COMMISSION OF ALASKARCA No. 7521st RevisionSheet No. 7Cancelling OriginalSheet No. 7**SWANSON RIVER OIL PIPELINE, LLC****2.09 Deliveries (cont'd)****L1**

If KPL Facilities fails or refuses to take deliveries as scheduled, or if there are unscheduled production increases, Carrier may, at its option, refuse to receive additional Crude Petroleum from Shipper for transportation.

**L1
L1
L1****2.10 Application of Rates and Charges**

Transportation charges will be assessed and collected by Carrier at the rate named herein at the time of delivery on the basis of the quantity actually received and measured at the LACT facilities of the Swanson River Field after making the adjustments provided in item 2.07 above.

2.11 Payment of Transportation and Other Charges

The Shipper shall pay all applicable transportation and other lawful charges accruing on Crude Petroleum delivered to and accepted by the Carrier for shipment, and, if required, shall pay or furnish guaranty of payment of same to the Carrier before delivery at destination. The Carrier shall have a lien on all Crude Petroleum belonging to the Shipper to secure the payment of any and all unpaid transportation and other charges that are due to the Carrier by the Shipper, and may withhold such Crude Petroleum from delivery until all unpaid charges have been paid. If such charges remain unpaid five (5) days after notice and demand therefor, or even in the absence of unpaid charges when there shall be a failure to take Crude Petroleum within five (5) days after the scheduled delivery date, as provided in Item 2.09, the Carrier shall have the right, through an agent, to sell such Crude Petroleum at public auction on any day not a legal holiday and not less than forty-eight (48) hours after a notice stating the time and place of such sales and the quantity, general description, and location of the Crude Petroleum to be sold has been published in a daily newspaper of general circulation in the town or city where the sale is to be held, and notice has been sent by email to the Shipper. The Carrier may be a bidder and purchaser at such sale. Out of the proceeds of said sale Carrier may pay itself all transportation, other lawful charges, and all

D,L2**L1 – Denotes material relocated from Sheet 6****D – Denotes deletion of inapplicable word relating to marine transportation****L2 – Denotes material relocated to Sheet 8**

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Richard Novcaski

Title: Vice President

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Sheet No. 8

SWANSON RIVER OIL PIPELINE, LLC

2.11 Payment of Transportation and Other Charges (cont'd) L

expenses incident to the sale. The balance from said sale shall be held for whomsoever may be lawfully entitled to it. L
L

2.12 Liability of Carrier

The Carrier, while in possession of Crude Petroleum herein described, shall not be liable for any loss thereof, damage thereto, or delay caused by an event which is beyond the reasonable control of the Carrier, including, without limitation, earthquakes, floods, volcanic eruptions, landslides, civil disturbances, sabotage, acts of public enemies, war, blockages, insurrections, riots, epidemics, storms, ice, the act of any government or regulatory authority or statutory undertaking, the inability to obtain or the curtailment of electric power, water, or fuel, strikes, lockouts, or labor disruptions, fires, explosions and similar causes outside the control of the Carrier, or default of Shipper. In case of loss of any Crude Petroleum, from any such causes, after it has been received for transportation and before the same has been delivered, the loss will be charged proportionately to each Shipper in the ratio that his Crude Petroleum, or portion thereof, received and undelivered at the time the loss occurs, bears to the total of all Crude Petroleum then in the custody of the Carrier for transportation via the lines or other facilities in which the loss occurs; and the Carrier will be obligated to deliver only that portion of such Crude Petroleum remaining after deducting Shipper's proportion of such loss determined as aforesaid. Transportation charges will be assessed only on the quantity delivered. Carrier will compensate Shippers for Crude Petroleum losses for which Carrier is liable by paying the value of such Crude Petroleum at the point where transportation originated.

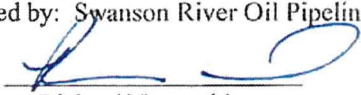
L – Denotes material relocated from Sheet 7

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SWANSON RIVER OIL PIPELINE, LLC

2.13 Claims, Suits and Time for Filing

As a condition precedent to recover for loss, damage, or delay to shipments, claims must be filed in writing with the Carrier within nine (9) months after the delivery of the property, or in the case of failure to make delivery, then within nine (9) months after a reasonable time for delivery has elapsed. Suits arising out of such claims shall be instigated against the Carrier only within two (2) years from the day when notice is given in writing by the Carrier to the claimant that the Carrier has disallowed the claim or any part or parts thereof specified in the notice. When claims are not filed or suits are not instituted thereon in accordance with the foregoing provision, Carrier will not be liable and such claims will not be paid.

2.14 Duty of Carrier

The Carrier will be required to transport Crude Petroleum with reasonable diligence, considering the quality of Crude Petroleum, the distance of transportation, the safety of operation, and other material factors.

Issued to comply with Order No. 3 of the Regulatory Commission of Alaska in Docket No. P-15-011, dated November 25, 2015 and Order No. 3 of the Regulatory Commission of Alaska in Docket No. P-15-020, dated April 5, 2016. Pursuant to P-15-011(4) Effective: August 23, 2016

Issued by: Swanson River Oil Pipeline, LLC

Richard Novcaski
Title: Vice President

Swanson River Oil Pipeline, LLC

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SWANSON RIVER OIL PIPELINE, LLC

2.15 Adjustment for Gravity Differentials

In order to facilitate equitable adjustment among the Shippers for gravity differentials arising out of the common stream operation, Carrier shall calculate indicated adjustments for the value of Crude Petroleum as determined in accordance with Item 2.07.

The table of gravity differential values set forth below is applicable to the gravities and barrels of Crude Petroleum as determined in accordance with Item 2.07.

At the end of each month the weighted average gravity differential value per barrel of the barrels received by Carrier from each Shipper during the month shall be determined by dividing the sum total of the extended gravity differential value (barrel x gravity differential value per barrel) of the Crude Petroleum received from each Shipper by the sum total of the barrels of such Crude Petroleum. The weighted average gravity differential value per barrel of the common stream composite of all the Crude Petroleum received into the system shall be determined by dividing the sum total of the extended gravity differential values of all Shippers by the sum total of the barrels of such Crude Petroleum.

If the weighted average gravity differential value per barrel received from a Shipper is less than the weighted average gravity differential value per barrel of the common stream, then that Shipper's account shall be debited in an amount equal to the difference multiplied by the number of barrels received from that Shipper during the month, less any losses accounted for by Carrier under Items 2.07 and 2.12, or allocated to Shipper under Item 2.12.

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Richard Novcaski
Title: Vice President

Swanson River Oil Pipeline, LLC

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SWANSON RIVER OIL PIPELINE, LLC

2.15 Adjustment for Gravity Differentials (cont'd)

If the weighted average gravity differential value per barrel received from a Shipper is more than the weighted average gravity differential value per barrel of the common stream, then that Shipper's account shall be credited in an amount equal to the difference multiplied by the number of barrels received from that Shipper during the month, less any losses accounted for by the Carrier under Items 2.07 and 2.12, or allocated to Shipper under item 2.12. Similar calculation shall be made on all common stream deliveries out of the system each month.

If the weighted average gravity differential value per barrel delivered to a Shipper is less than the weighted average gravity differential value per barrel of the common stream delivered, then that Shipper's account shall be credited in an amount equal to the difference multiplied by the number of barrels delivered to that Shipper during the month.

If the weighted average gravity differential value per barrel delivered to a Shipper is more than the weighted average gravity differential value per barrel of the common stream delivered, then that Shipper's account shall be debited in an amount equal to the difference multiplied by the number of barrels delivered to that Shipper during the month.

A statement shall be rendered to all Shippers at the end of each calendar quarter setting forth the net credit or debit balance of each individual Shipper's gravity differential account and specifying the amounts required to be paid and received among Shippers in order to settle such credit and debit balances. Carrier shall have no liability or obligation to any Shipper with respect to gravity differentials and settlement of such gravity differentials among Shippers shall be solely the responsibility of the Shippers.

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Issued by: Swanson River Oil Pipeline, LLC

Richard Novcaski
Title: Vice President

Swanson River Oil Pipeline, LLC

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REGULATORY COMMISSION OF ALASKARCA No. 752OriginalSheet No. 12Cancelling

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SWANSON RIVER OIL PIPELINE, LLC**2.15 Adjustment for Gravity Differentials (cont'd)**

TABLE OF GRAVITY DIFFERENTIALS									
API Grav.	Diff. \$/B	API Grav.	Diff. \$/B	API Grav.	Diff. \$/B	API Grav.	Diff. \$/B	API Grav.	Diff. \$/B
27.0	.000	31.0	.200	35.0	.400	39.0	.600	43.0	.800
.1	.005	.1	.205	.1	.405	.1	.605	.1	.805
.2	.010	.2	.210	.2	.410	.2	.610	.2	.810
.3	.015	.3	.215	.3	.415	.3	.615	.3	.815
.4	.020	.4	.220	.4	.420	.4	.620	.4	.820
.5	.025	.5	.225	.5	.425	.5	.625	.5	.825
.6	.030	.6	.230	.6	.430	.6	.630	.6	.830
.7	.035	.7	.235	.7	.435	.7	.635	.7	.835
.8	.040	.8	.240	.8	.440	.8	.640	.8	.840
.9	.045	.9	.245	.9	.445	.9	.645	.9	.845
28.0	.050	32.0	.250	36.0	.450	40.0	.650	44.0	.850
.1	.055	.1	.255	.1	.455	.1	.655	.1	.855
.2	.060	.2	.260	.2	.460	.2	.660	.2	.860
.3	.065	.3	.265	.3	.465	.3	.665	.3	.865
.4	.070	.4	.270	.4	.470	.4	.670	.4	.870
.5	.075	.5	.275	.5	.475	.5	.675	.5	.875
.6	.080	.6	.280	.6	.480	.6	.680	.6	.880
.7	.085	.7	.285	.7	.485	.7	.685	.7	.885
.8	.090	.8	.290	.8	.490	.8	.690	.8	.890
.9	.095	.9	.295	.9	.495	.9	.695	.9	.895
29.0	.100	33.0	.300	37.0	.500	41.0	.700	45.0	.900
.1	.105	.1	.305	.1	.505	.1	.705	.1	.905
.2	.110	.2	.310	.2	.510	.2	.710	.2	.910
.3	.115	.3	.315	.3	.515	.3	.715	.3	.915
.4	.120	.4	.320	.4	.520	.4	.720	.4	.920
.5	.125	.5	.325	.5	.525	.5	.725	.5	.925
.6	.130	.6	.330	.6	.530	.6	.730	.6	.930
.7	.135	.7	.335	.7	.535	.7	.735	.7	.935
.8	.140	.8	.340	.8	.540	.8	.740	.8	.940
.9	.145	.9	.345	.9	.545	.9	.745	.9	.945
30.0	.150	34.0	.350	38.0	.550	42.0	.750		
.1	.155	.1	.355	.1	.555	.1	.755		
.2	.160	.2	.360	.2	.560	.2	.760		
.3	.165	.3	.365	.3	.565	.3	.765		
.4	.170	.4	.370	.4	.570	.4	.770		
.5	.175	.5	.375	.5	.575	.5	.775		
.6	.180	.6	.380	.6	.580	.6	.780		
.7	.185	.7	.385	.7	.585	.7	.785		
.8	.190	.8	.390	.8	.590	.8	.790		
.9	.195	.9	.395	.9	.595	.9	.795		

Issued to comply with Order No. 3 of the Regulatory Commission of Alaska in Docket No. P-15-011, dated November 25, 2015 and Order No. 3 of the Regulatory Commission of Alaska in Docket No. P-15-020, dated April 5, 2016. Pursuant to P-15-011(4) Effective: August 23, 2016

Issued by: Swanson River Oil Pipeline, LLC

Richard Novcaski
Title: Vice President

Swanson River Oil Pipeline, LLC

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RCA No. 752

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Sheet No. 13

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Eighth Revised

Sheet No. 13

SWANSON RIVER OIL PIPELINE, LLC

	<u>FROM</u>	<u>TO</u>	<u>RATE CENTS PER BARREL OF 42 UNITED STATES GALLONS</u>	
3.1	Swanson River Field, Kenai Peninsula	Tie-In Point with KPL Facilities at Nikiski Marine Terminal	389	[I]

[I] denotes an increase

TL10-752

Effective: January 1, 2023

Issued by: Swanson River Oil Pipeline, LLC

By: 

Andrew Limmer

Title: Vice President, Harvest Alaska, LLC
Member of Swanson River Oil Pipeline, LLC

RCA No. 752 8th Revision Sheet No. 14
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7th Revision Sheet No. 14

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STATE OF ALASKA
REGULATORY COMMISSION OF ALASKA

SWANSON RIVER OIL PIPELINE, LLC

REGULATORY COST SURCHARGE

The Regulatory Cost Charge is a special surcharge applied to all regulated Shipper Billing to pay the Carrier's share of the budget of the Commission.

Regulatory Cost Charge	0.869%	I
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Pursuant to P-22-009(2)

Effective July 1, 2022

Issued By: Swanson River Oil Pipeline, LLC

By: Andrew Limmer

Title: Vice President